

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

ST. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,611

號九十月一十年六零百九千一英

HONGKONG, MONDAY, NOVEMBER 19, 1906.

日四初月十年午戊

PRICE, \$8.00 Per Month.

SHERRIES.

PALE FINO:
Caudal de Torres Cabren ... \$12.00
DINNER SHERRY:
Caudal de Torres Cabren ... 16.00
PER CASE OF 1 DOZEN QUARTS

MAGEWEN, FRICKEL & CO.
1815 3, DUDELL STREET.

Intimations.

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Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICE & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
a.s. TOWAN, 2,338 tons, Captain W. A. Valentine
a.s. FATSHAN, 2,260 tons, Captain R. D. Thomas
a.s. KINSHAN, 1,995 tons, Captain J. J. Lussier
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 9 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These steamers, carrying His Majesty's Mails, are the largest and fastest on the line. They are drawn to their Superior Saloon and Cabin accommodations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.
a.s. HONGKONG, 2,963 tons, Captain H. D. Jones
Departures from Hongkong to Macao on Monday, Wednesday, Friday, Sunday at 8.30 a.m. and on Tuesday, Thursday, Saturday at 7 p.m.
Departures from Macao to Hongkong on Monday, Wednesday, Friday, Sunday at 8.30 a.m. and on Tuesday, Thursday, Saturday at 7 p.m.

Canton-Macao Line.
a.s. LINGSHAN, 2,198 tons, Captain T. Hamilton
Departures from Macao to Canton on Monday, Wednesday and Friday at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 7.00 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
a.s. SALMAN, 588 tons, Captain J. Wilcox
a.s. NANNING, 588 tons, Captain A. McKinnon
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These steamers have Superior Cabin accommodations and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the ...

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel, Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

TUITION.
MR L. A. DE GRACA has discovered a New Method which enables him to teach the Mandolin or Banjo in six months. Also gives lessons on Violin and Guitar. Terms moderate. Address 53, ELGIN STREET.
Hongkong, October 29, 1906. 2094

FOR SALE OR HIRE.
JUST ARRIVED a large quantity of ENGLISH MADE BICYCLES &c. Monthly payment system can be arranged.
THE EASTERN CYCLE CO.,
No. 3, ARSENAL STREET.
Hongkong, November 13, 1906. 2193

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, (IN LIQUIDATION)

TIME TABLE.

WEEK DAY.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 3.15 p.m. Every 10 minutes.
3.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SONS, Liquidators.

Hongkong, August 27, 1906. 1961

CHIEF WING & CO. 24 & 26 LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE &c.

STEEL GIRDERS AND TEES, CORRUGATED IRON, FIG IRON, &c.

Suitable for SHIP ENGINEERS AND HOUSE BUILDERS.

SIEN TING, Surgeon Dentist, No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE. Consultation Free.

623

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND.

OFFICE:—8, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

NOW SHOWING IN THE

LADIES' DEPARTMENT.

TWEED COSTUMES, EVENING ROBES, SILK and MOIRETTE UNDERSKIRTS.

SILK BLOUSES

NEW MODELS IN TRIMMED MILLINERY.

GOLF CAPS AND JERSEYS.

LANE, CRAWFORD & CO.

Hongkong, October 12, 1906. 2040

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER.

MUSICAL DINNER AT BELLE VIEW HOTEL (LATE METROPOLE HOTEL).

THE CALCUTTA STRING BAND live selections Every SUNDAY during the Evening. PRIVATE DINING ROOM. USUAL PRICES.

A pleasant drive, along the Sea Front, either by Tram or Ricksha. TEA and CIGARETTES served on the Lawn facing the sea. Intending Diners will greatly oblige by communicating with Telephone No. 293.

THE MANAGER, BELLE VIEW HOTEL.

LEGERDEMAIN ENTERTAINMENT.

By the Famous Tin Tui Kuei Troupe given on TUESDAY, 20th, THURSDAY, 22nd, SATURDAY, 24th inst., at 9 A.M. Sharp.

Admission... \$1.00 and 50 cents.

Hongkong, November 16, 1906. 2009

10 PER CENT DISCOUNT.

IN consequence of the favourable exchange now ruling, we beg to notify our PATRONS and the PUBLIC GENERALLY, that until further notice, Our Prices for Wines and Spirits will be reduced 10 per cent, AS FROM THE 1st NOVEMBER.

H. PRICE & CO., WINE & SPIRIT MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

Hongkong, November 15, 1906. 2199

GIVING UP BUSINESS.

NO REASONABLE OFFER REFUSED.

GOODS SIMPLY GIVEN AWAY.

GENUINE FINISHING UP OF LONDON HOUSE.

LAST 3 WEEKS OF SALE.

Hongkong, November 1, 1906. 2120

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

804

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co., GENERAL MANAGERS.

2065

FAIRALL & CO.

Owing to the Fire of Nov. 4th, our STORE will be CLOSED on MONDAY and TUESDAY, Nov. 19th and 20th, during arbitration of Fire Insurance Companies.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRA.

H. HAYNES, Manager.

VICTORIA DISPENSARY.

WE HAVE JUST RECEIVED A NEW SHIPMENT OF CONFECTIONERY.

Chocolate Almonds and Creams, Chocolate Biscuits, Mexican and Milk Chocolate.

PASCAL'S BUTTER SCOTCH AND TOFFEE, RICHMOND MIXTURE, BURNED ALMONDS, Sugared Almonds, Mixed Fruit Pastilles.

A LARGE ASSORTMENT OF GADBURY'S CHOCOLATES IN FANCY BOXES.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO., SOLE AGENTS.

Hongkong, March 2, 1906. 449

NEW CHRISTMAS MOUNTS.

A Splendid Collection to choose from. Your photo mounted on one of our New Mounts will make the best XMAS CARD FOR THOSE AT HOME.

MEE CHEUNG, PHOTOGRAPHER, Ice House Street. 1178

W. BREWER & CO

NEW ADDRESS: PEDDER STREET—UNDER HONGKONG HOTEL (ADJOINING MAIN ENTRANCE).

The White Plume of Navarre, by ... \$12.50

Croquet, by ... \$1.75

Students Hygiene, by Evans ... 2.50

Boitia, by Rider Haggard ... 1.07

HOME MAIL CLOSING NOV. 22.

By S.S. EMPRESS OF INDIA.

CHRISTMAS NUMBERS OF GRAPHIC: Illus. London News, Sporting and Dramatic News, Pears' Annual, &c.

NOW READY.

CHRISTMAS CARDS FOR HOME MAIL.

JAPANESE CARDS AND CALENDARS, CHINESE RICE CARDS, &c.

V. O. S.

and EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Caldbeck, Macgregor & Co., WINE & SPIRIT MERCHANTS, 15, QUEEN'S ROAD CENTRAL.

1178

THE WORLD'S NEWS

(SAI KAI KUNG (YIK PO))

LEADING CHINESE PAPER.

Wide Circulation in Hongkong and South China.

SUPERIOR MEDIUM FOR CHINESE ADVERTISING.

BLOCKS MADE, HALF TONING, AND PRINTING A SPECIALITY.

Orders Promptly attended to.

181, DES VŒUX ROAD CENTRAL, Hongkong, March 12, 1906. 622

DENTAL SURGEON

G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING PORCELAIN FILLINGS. HOTEL MANSIONS, PEDDER STREET, Hongkong, June 1, 1906. 1149

A RACECOURSE RIOT.

French Crowd Infuriated.

A profound sensation has been caused in Paris by a wild riot on Longchamps Racecourse. The riot took place on October 14 when infuriated spectators sacked the racecourse and the buildings upon it.

The day was a glorious one, and several thousand people, including a large number of English visitors, congregated at the beautiful sporting rendezvous where King Edward has frequently been the guest of the French Jockey Club.

Sport was good, and all went well in the first two events, but the third race that was to Handicap Horses was not off from a perfectly unsatisfactory start. Five only out of the ten horses got away, and the other jockeys, believing the starter would recall those who had got away, remained at the post.

But the jockeys who had got away were kept in despite and angry protests from the spectators, and finished the course in this order: Monarch, Parillon, 1. Monarch, 2. Parillon, 3. Parillon, 4. Parillon, 5. Parillon, 6. Parillon, 7. Parillon, 8. Parillon, 9. Parillon, 10. Parillon.

Long before the fifth horse had been seen, the crowd had broken into a riot, and the police had to use force to keep the peace.

The growing indignation of the public reached a climax when the winner of the race, Monarch, was seen to have been tampered with, and the crowd broke into a riot.

In their desperation, the crowd in the grand stand acted with violence and looted the racecourse.

The riot was the signal for an insupportable riot, and the crowd broke into a riot.

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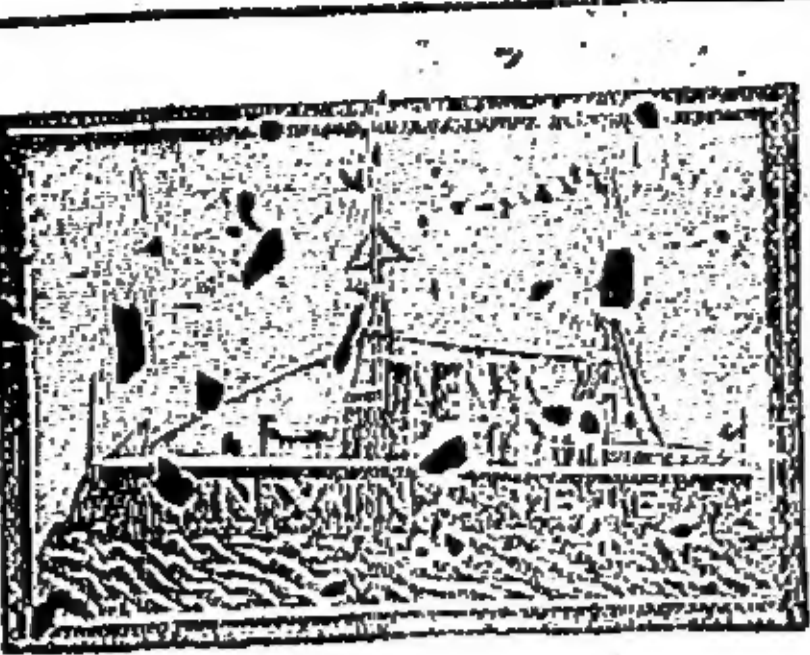
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GEO. ANGUS & CO.,
LIMITED,
ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.
Oak Tanned Leather Belting,
Latex Belting, Raw Hide Belting,
Raw Hide Gears, &c.
CANVAS ROPE, COTTON BELTING,
HAIR BELTING.
WORKS—BENTHAM, LANCASTER.



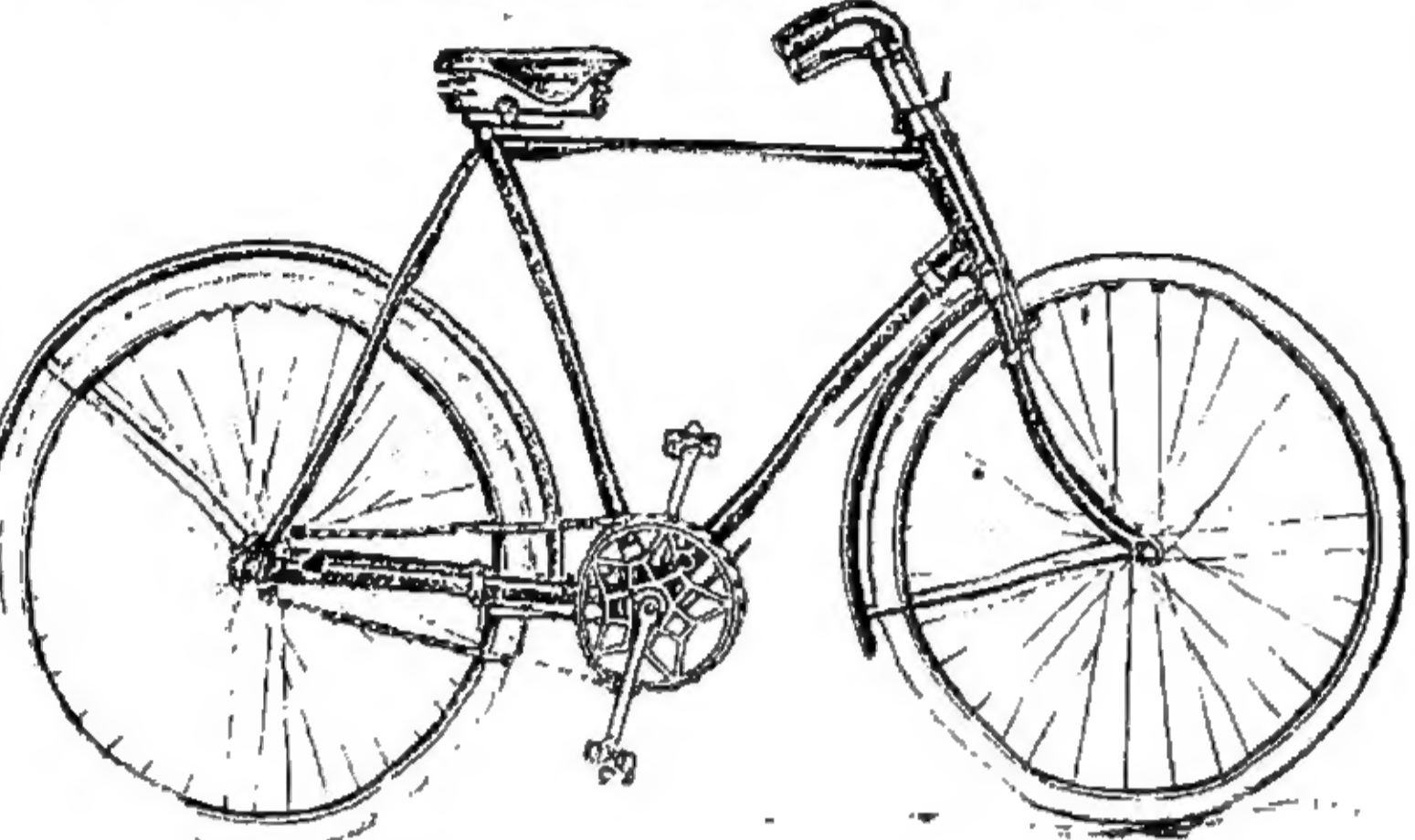
Also the Original
ADMIRALTY QUALITY INDIA
RUBBER SHEET (Invaluable)
Brand.
THE "RED ANGUS" SHEET.
All Genuine Goods stamped with
our Trade Mark.
Agencies in Colombo, Bombay,
Rangoon, Shanghai, &c.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

HIGH GRADE CYCLES.



HEAT SALE FOR 15 DAYS ONLY

WILLIAMS GIBSON, McILROY & CO.
11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 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TELEGRAMS,

LOCAL NEWS,

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Hongkong, October 18.

DEATH.
MADRID.—On November 14, at 81, North Szechuen Road, Shanghai, Virginia, the beloved wife of A. R. MADRID.

MEMOS. FOR TO-MORROW.
Miscellaneous.
9 p.m.—Legation Entertainment in Belle Vue Hotel.

General Memoranda.
WEDNESDAY, November 21—
2.30 p.m.—Auction of Household Furniture, at No. 6, Caine Road.
9.30 p.m.—Grand Concert at City Hall.

THURSDAY, November 22—
Noon—Auction of Stock of the Huk Kowloon, at Mr. Geo. P. Lammer's Sales Rooms.
2.30 p.m.—Auction of Stock in the Huk Kowloon, at No. 52, Elgin Road, Kowloon. Goods per Franz Ferdinand not cleared at 4 p.m. on this date subject to rent.

FRIDAY, November 23—
Noon—Auction of Household Property at Mr. Geo. P. Lammer's Sales Rooms.
Goods per Franz Ferdinand not cleared after this date subject to rent.

The China Mail.

HONGKONG, MONDAY, NOVEMBER 19, 1906.

THE WATWU.

Any statement that emanates from Dr. Morrison, the Peking correspondent of the Times, deserves and receives respectful attention. His work as a faithful observer of what is going on in Peking beyond the ken of the ordinary correspondent and diplomat has stood the test of time. So frequently has his judgment been proved to have been well-based that any communication which he sends to his paper may be accepted as accurate. This being so his recent article on the Wai-wu-pu is disquieting. Those remote from Peking have begun to develop a hazy impression that all the talk that has lately been heard of reform has resulted, at all events, in an improvement of the relations between the Chinese Foreign Office and the diplomatic representatives of the powers. According to Dr. Morrison this is not the case nor is it likely to be so long as Prince Ching remains President. The Prince never attends the Wai-wu-pu but 'dwelling on a higher plane, grants rare audiences to Foreign Ministers at his private residence, ignores despatches and is absorbed in amassing wealth.' All the effective work, we are told, is left to Tung Shao-yi who has adopted 'the policy of stone-walling and thwarting all foreign proposals and ignoring all foreign protests, with the inevitable result of arraying all the powers in opposition.' This seems to argue an amount of complaisance, not to say incapacity, on the part of Foreign Ministers which is a little astonishing. Of course the pleasant fiction that China has the right to conduct her domestic affairs as she thinks best has to be preserved but in her relations with the representatives of foreign powers there are certain formalities of respect which China is bound to observe in the same way as they are observed in every country which harbours a Diplomatic Corps. In former days the Emperor received Ministers in audience in a pavilion set apart for the representatives of tributary states and it was not until 1891 that they were received in a befitting manner and place. It would seem now that the Foreign Ministers are received by a more official of the Emperor with even more elaborate discourtesy and contempt. Prince Ching does not deign to stop in the Foreign Office to receive the Ministers, they must hunt him up at his private residence and satisfy themselves with what scanty attention he vouchsafes to give them during intervals in the engrossing occupation of

amassing wealth. Surely this is treatment that the Ministers should actively resent. A Minister is the direct representative of the Sovereign or State by whom or which he is accredited. Any discourtesy offered to him is therefore offered to the Sovereign or State he represents, consequently it is the obvious duty of the Ministers to insist upon the most punctilious respect being paid them. Not improbably it is this among the Foreign Ministers which enables Prince Ching to adopt an arrogant and overbearing demeanour with impunity. They are so anxious to score diplomatic successes at each other's expense that they may each be afraid to protest lest the Prince signifies his displeasure by smiling upon more subservient rivals. Whatever the reason it is lamentable that the Ministers do not take some steps to secure a re-organisation of the Wai-wu-pu which would really facilitate diplomatic intercourse. China undertook to reform the Department for Foreign Affairs when the settlement after the Boxer uprising was arrived at but the promise has not been kept. Intercourse with the Wai-wu-pu is every whit as difficult and as unsatisfactory as it was in the days of the Tungli-yamen. Dr. Morrison probably means his statement that the diplomatically unsatisfactory administration of the Wai-wu-pu has enraged all the powers against it to be read in the broadest sense, not literally. If there were genuine unanimity of sentiment among the Ministers a protest could be made which the Chinese Government could not afford to ignore. The longer it is deferred the more arrogant is the Peking Government likely to become. In the interest of China as much as in the interest of the other powers it is to be hoped that the Ministers will soon agree to some joint action which will compel a reform at headquarters. Until this is done there is but little hope of a general and wide-spread reformation. China still takes the cue from Peking.

It is singular but nonetheless a fact that commercial methods which meet with striking success in America are invariably unsuccessful in Great Britain. There have occasionally been rumours of the formation of 'shipping rings' but it has never occurred that there have been any of the sensational 'cornerings' of means of transportation or of the necessities of life which are periodically reported from the United States. Perhaps it is that the genius of the British people is averse to the crushing out of the small man but certainly experience shows that the formation of 'trusts,' 'rings' or combines has always been attended in Great Britain with disaster. The Times Book Club is the latest example of this. Of recent years that great paper which used to be regarded as the very essence of British thought and genius has fallen under the spell of some American influence which has caused a lamentable change in its tone. The exploitation of the public by the reprinting of the Encyclopædia Britannica was an enterprise which has not raised the Times in the estimation of most people. The establishment of the Times Book Club was also looked upon askance by a great number of people who thought that the paper was going beyond the proper scope of its energies. The Club is now in trouble. It set out to give subscribers of the Times the right to obtain copies of all new books free to read and, after a month or six weeks, the right to purchase at 'second-hand' prices. Some short-sighted publishers thought that this was an excellent thing for them as it brought another great wholesale buyer into the field. They did not foresee that the inevitable tendency would be to concentrate the entire book trade in the hands of the Times. Neither did they foresee that the 'dumping' of large quantities of second-hand copies on the market would adversely affect the sale of their publications if the 'dumping' took place while there was still a demand. The Times had everything to gain and nothing to lose by the arrangement. It bought the books at the large discount allowed to wholesale purchasers. Also it stipulated that £15 out of every £100 it paid a publisher should

be expended in advertising in the Times. Thus it obtained the books at 15 per cent. less than other wholesale buyers were able to procure them for, they were well advertised and they were sold at a price which undercut all the other sellers. The publishers in due course woke up to the fact that their very existence was imperilled and their association has refused to supply the Times unless a guarantee is given that books will not be sold at second-hand rates until six months after publication. Public opinion at home seems to be almost entirely on the side of the publishers. This is, no doubt, largely due to the fact that the Times has gone so far as to make assertions against the publishers—even in its leading columns—that have been shown to be maliciously false.

Truly one meets queer people in strange places. 'Plenty of work?' was the question put to one of a hundred coolies walking homewards with picks on their shoulders in the Shatin valley yesterday. 'My (lord yes)' was the unexpected reply. 'Plenty of hard work.' The speaker was a weather-beaten old coolie and his English was so good as to naturally lead to an inquiry as to where he learnt it. The coolie mentioned Muckey, North Queensland, and on learning that the questioner knew the place, at once became talkative and friendly. From the conversation it was learned that he had indeed seen better times. Once the partner of a small sugar-cane plantation in Queensland he was ruined by a three years' drought. He returned to China to try and interest friends who could put him on his feet again. The friends had no money to spare and when the coolie tried to again go to Australia, some years later, he found that new Commonwealth regulations had come into force and his papers had expired. Hence he found himself forced to seek employment on the Kowloon-Canton Railway. The old man spoke very intelligently of Australia and when asked where he preferred to work he unhesitatingly declared for Australia. 'Work here,' he said, 'was hard and miserably paid.' 'Good-bye,' said the European and the coolie's reply 'Oh, well, so long,' left no doubt as to where he learnt his English.

LOCAL AND COAST NEWS.

The English Mail of the 20th October was delivered in London on the 17th Nov.

There were 275 Europeans and 133 Chinese visitors to the City Hall Library, and 147 Europeans and 244 Chinese visitors to the Museum during the week ended 18th Nov.

The following bulletin was issued yesterday at Government House by the doctor—His Excellency the Governor is gradually recovering from the effects of his recent accident. It is at present still necessary that he should be kept from official work.

It is reported from Peking that H. E. Li Chia-chi, a Sub-Chancellor of the Grand Secretariat, will be appointed to succeed H. E. Yang Chu at Tokyo, with the additional title of Superintendent of Chinese students receiving education in Japan.

No further developments have taken place with regard to the outbreak of cattle disease at Pokfulam, amongst the French Mission's herd. The Colonial Veterinary Surgeon has examined the cattle but is not yet able to diagnose their complaint, the first symptoms being those common to many complaints.

On November 10 a Japanese committed suicide in Hyogo-ken-machi, Nagasaki in a very strange manner. Without any warning, says the Nagasaki Press, he snatched a knife from a fish pedlar's basket and cut his throat. He walked a few paces after committing the act and then fell down dead. The man was dressed in European style and was about thirty years of age.

A correspondent writes: The accelerated mail service of the C. P. R. is causing some complaint amongst the passengers on that line, who have now very little time at ports of call in Japan. The 'Empress of Japan' which arrived yesterday had a somewhat stormy voyage across the Pacific arriving in Yokohama at 11 p.m. on Sunday the 11th inst. she left at 10 a.m. on Sunday the 12th and left at noon on Sunday the 13th for Nagasaki at noon on Wednesday and left taking in 1600 tons of coal at 7 p.m. arrived at Wosung at 11 p.m. on Thursday and left again at 8 a.m. the following morning.

LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief, bind on a piece of Chamberlain's Balm and keep it on until the pain is almost sure to follow. For sale by all chemists and druggists.

BY TELEGRAPH.

KOWLOON-CANTON
RAILWAY.

SETTLEMENT ARRIVED AT.

(From our Correspondent.)

SHANGHAI, November 19.

The agreement regarding the loan in connection with the Kowloon-Canton Railway has been settled and will soon be signed by the representatives of China and the British-Chinese Corporation. The amount of the loan is to be £1,500,000 and the interest is to be five per cent. The bonds are issued at £94.

A single line of railway is to be constructed but room is to be provided for a double line later on.

The head office of the Corporation is to be at Canton, the Viceroy of the Two Kwang is to be a Director, and the Engineer-in-chief and the General manager are to be British. The term of the loan is to be fifty years.

RUSSIA.

OUTRAGES AND EXECUTIONS.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, November 17.

Terrorist outrages, drumhead court-martials, and executions continue to occur daily in Russia.

AN EXPLORER
HONOURED.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, November 17.

The explorer, Dr. Nansen, has been awarded the Grand Cross of the Victorian Order.

ENGLAND AND JAPAN.

LAUNCH OF THE "SATSUMA."

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, November 17.

Lord Tweedmouth, First Lord of the Admiralty, called to Japan the congratulations of the British Admiralty on the launch of the "Satsuma," expressing the hope that the new battleship would nobly uphold the glorious traditions of the Japanese Navy.

[REUTERS'S SERVICE.]

CHINESE IN THE RAND.

LONDON, November 16.

Mr. Lehmann, in the House of Commons, and the Archbishop of Canterbury, in the House of Lords, have dictated statements from Mr. Churchill, Sir Henry Campbell-Bannerman, and Lord Elgin, admitting the prevalence of unnatural practices, sufficient to seal the fate of Chinese labour on the Rand.

The Government declares that they will repatriate coolies convicted of offences, but it will be left to the South African parliament to utterly eradicate the abominable and artificial system of labour.

Mr. Lehmann moved an adjournment and urged a more rapid and more systematic repatriation scheme. The motion was talked out.

Lord Lansdowne promised his hearty co-operation in dealing with the evils.

THE BOER RAID.

LONDON, November 16.

All Foreigners' followers, with the exception of twelve, have deserted.

THE UNITED STATES.

LONDON, November 16.

Committee of the American Banking Association and the New York Chamber of Commerce have drafted a bill, which will be submitted to Congress, providing for the issue of 'Credit Bank Notes' to meet financial emergencies and to relieve a stringency.

THE HOUSE OF LORDS.

Attacked by Mr. Birrell.

LONDON, November 17.

Mr. Birrell, speaking at Hanley, chairman of the House of Lords as the committee of a 'Club' and said that they continued to decline to accept measures, the Government might be forced to ask the country for practical advice.

Shipping.

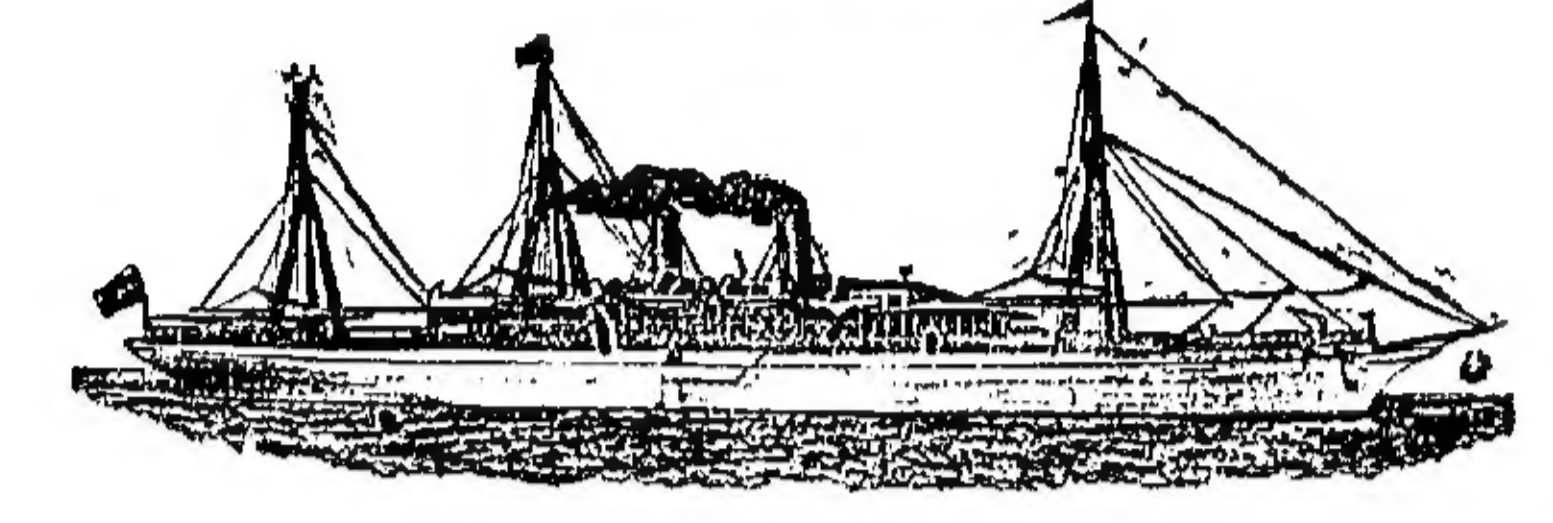
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named below.

FROM	VESSEL	TO	DATE	REMARKS
LONDON & ANTWERP, Via	CEYLON	Colombo	About 21st	Freight and Passage.
Colombo, P. M. S. S. Co.	Capt. E. P. MARTIN	Nov. 21st		
Colombo & Malacca	DESHI	Colombo	About 30th	Freight and Passage.
Colombo & Malacca	Capt. J. F.	Nov. 30th		
Colombo & Malacca	MAI TA	Colombo	Nov. 1st	Freight and Passage.
Colombo & Malacca	Capt. J. F.	Nov. 1st		

For further particulars apply to the Agents, Messrs. S. S. S. Co., Ltd., 111, Queen's Road, Hongkong.

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VESSEL	TONS	DATE	REMARKS
EMERALD OF INDIA	6000 Tons	Thursday, Nov. 22	From Vancouver to Hongkong.
EMERALD OF JAPAN	6000 Tons	Thursday, Nov. 28	From Vancouver to Hongkong.
EMERALD OF CHINA	6000 Tons	Thursday, Dec. 5	From Vancouver to Hongkong.
EMERALD OF AUSTRALIA	6000 Tons	Thursday, Dec. 12	From Vancouver to Hongkong.

THE "EMERALD" LINE is the only line that maintains a Regular Schedule of 11 Days across the Pacific to the "EMERALD" LINE. Sailing on 10th Nov. from Vancouver to Hongkong.

For further particulars apply to the Agents, Messrs. S. S. S. Co., Ltd., 111, Queen's Road, Hongkong.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	VESSEL	DATE	REMARKS
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLUMBO AND PORT SAID.	TAMBA MARU	Wednesday, 28th Nov.	At Daylight.
VICTORIA, B.C. AND SEATTLE, WASH., Via SHANGHAI, MOJI, KORE & YOKOHAMA.	TOKA MARU	Tuesday, 27th Nov.	At 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	NIKKO MARU	Friday, 30th Nov.	At Noon.
NAGASAKI AND KOBE	KUMANO MARU	Wednesday, Nov. 21	At Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain J. H. RINDER, On THURSDAY, 29th Nov., at Noon.

'DAKOTA', Captain R. FRANCK, On FRIDAY, 11th JANUARY, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

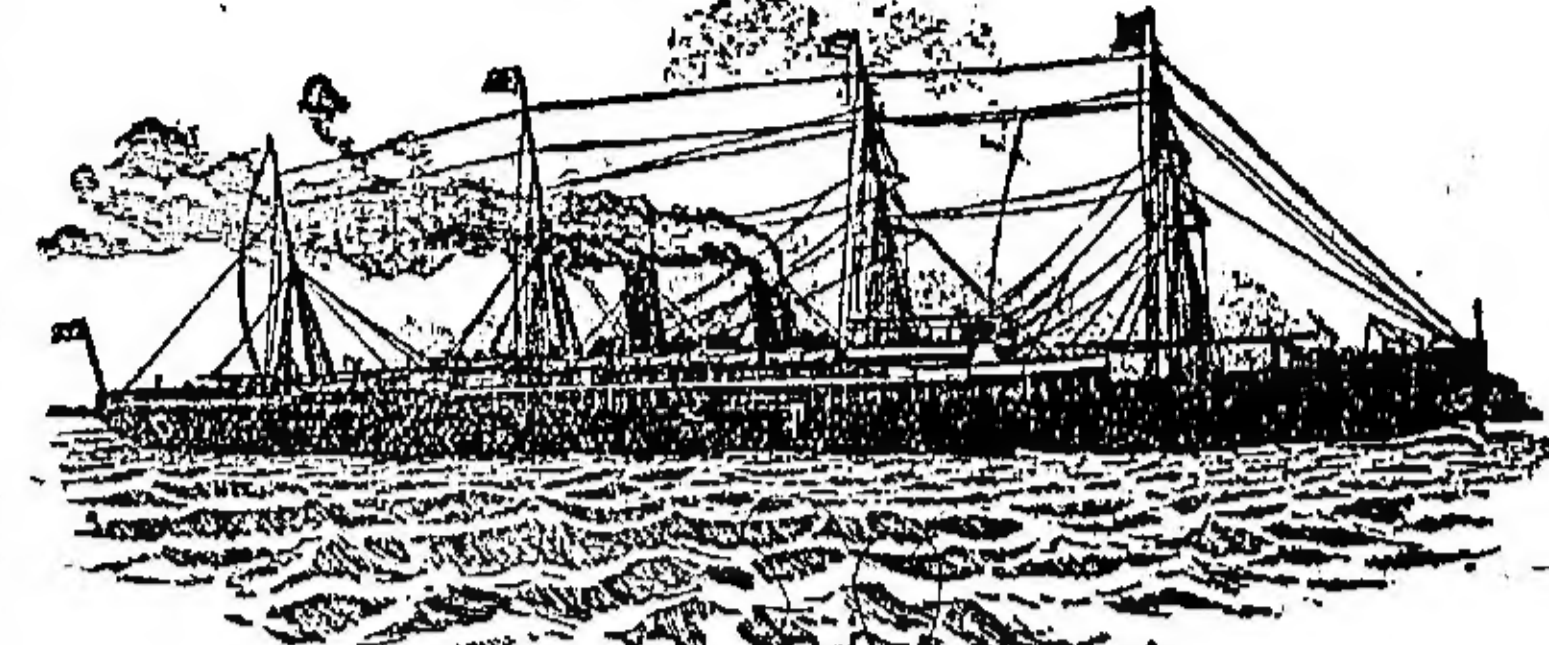
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on (Lanz), the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

VESSEL	TONS	DATE	REMARKS
NIPPON MARU	11,000	Tuesday, 20th Nov.	At Noon.
DORIC	9,000	Friday, 24th Nov.	At Noon.
CORTIC	9,000	Saturday, 25th Nov.	At Noon.
HONGKONG MARU	11,000	Tuesday, 28th Dec.	At Noon.
KOREA	18,000	Friday, 28th Dec.	At Noon.
AMERICA MARU	11,000	Tuesday, 8th Jan.	At Noon, 1907.
SIBERIA	18,000	Tuesday, 15th Jan.	At Noon.
CHINA	10,000	Tuesday, 22nd Jan.	At Noon.
MONGOLIA	27,000	Tuesday, 29th Jan.	At Noon.

RECORD FAST TRIPS.

Vancouver to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905, 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905, 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 18 hours.

Vancouver to San Francisco, via SIBERIA, 18,000 tons, Oct. 15th to 29th, 1905, 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to San Francisco, via SHANGHAI, NAGASAKI, (INLAND SEA), KORE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOJI, KORE & YOKOHAMA; FOR

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

ARABIA, 14,000 Tons, Monday, Nov. 19, at Noon.

ADRIATICA, 14,000 Tons, Friday, Nov. 23, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, apply to the Agents.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR CEBU AND ILOILO

NINGPO AND SHANGHAI

SHANGHAI

MANILA

SHANGHAI

MANILA

THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

YOKOHAMA AND KOBE

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, apply to the Agents.

N.B.—REDUCED CARGO RATES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms, Electric Light—Perfect Cuisine—Surgeon and Stewardsess—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captains, For, Sailing Dates.

ZAFIRO, 2540, R. Rodger, Manila Direct, Saturday, Nov. 24, at Noon.

RUBI, 2540, R. Almond, Manila Direct, Saturday, Dec. 1, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST)

TO SAIL

S.S. BRAEMAR, 20th November, at 5 p.m., 1906.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS, SAILING DATES, 1906.

ROON, 11,000 Tons, Wednesday, 21st Nov.

BULOW, 11,000 Tons, Wednesday, 28th Nov.

PRINZ REGENT LUITPOLD, 11,000 Tons, Wednesday, 19th Dec.

PRINZ HINDEL FRIEDRICH, 11,000 Tons, Wednesday, 2nd Jan.

SEYDLITZ, 11,000 Tons, Wednesday, 16th Jan.

PRINZ HEINRICH, 11,000 Tons, Wednesday, 30th Jan.

ONEISENAU, 11,000 Tons, Wednesday, 13th Feb.

PREUSSEN, 11,000 Tons, Wednesday, 27th Feb.

PRINZ ALICE, 11,000 Tons, Wednesday, 13th Mar.

PRINZ LUDWIG, 11,000 Tons, Wednesday, 27th Mar.

ZIETEN, 11,000 Tons, Wednesday, 10th April.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain MEYER, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 19th November, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 20th November, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 20th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed 200 lbs. in weight.

The Steamship has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To Naples, Genoa and Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

To Southampton, London, Bremen and Hamburg ... 1st Class ... 2nd Class ... 3rd Class

To New York, via Suez, via Naples, Genoa or Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

To Bremen or Southampton ... 1st Class ... 2nd Class ... 3rd Class

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TO BE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUJI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS, SAILING DATES, 1906.

PRINZ SIGISMUND, 3300 Tons, Tuesday, 11th Dec.

SANDAKAN, 1700 Tons, Tuesday, 4th Jan.

MANILA, 1700 Tons, Tuesday, 1st Feb.

ON TUESDAY, the 11th day of December, at Noon, the STEAMSHIP PRINZ SIGISMUND, Captain LENZ, with MAILED PASSENGERS and CARGO, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardsess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To Manila ... 1st Class ... 2nd Class ... 3rd Class

To New Guinea ... 1st Class ... 2nd Class ... 3rd Class

To Brisbane ... 1st Class ... 2nd Class ... 3rd Class

To Sydney ... 1st Class ... 2nd Class ... 3rd Class

To Melbourne ... 1st Class ... 2nd Class ... 3rd Class

To Yokohama ... 1st Class ... 2nd Class ... 3rd Class

To Kobe ... 1st Class ... 2nd Class ... 3rd Class

To Yokohama & back from Kobe to Hongkong ... 1st Class ... 2nd Class ... 3rd Class

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, apply to the Agents.

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To Kobe ... 1st Class ... 2nd Class ... 3rd Class

To Yokohama & back from Kobe to Hongkong ... 1st Class ... 2nd Class ... 3rd Class

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To Manila ... 1st Class ... 2nd Class ... 3rd Class

To New Guinea ... 1st Class ... 2nd Class ... 3rd Class

To Brisbane ... 1st Class ... 2nd Class ... 3rd Class

Shipping.

SHIRE LINE OF STEAMERS. FOR LONDON AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about TUESDAY, the 20th November. For Freight & Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, November 16, 1906. 2206

COMPAGNIE DES CHARGEURS REUNIS.

FROM ANTWERP, DUNKIRK AND SINGAPORE.

THE Steamship AMIRAL FLEMMING, Captain GENES, due in Hongkong on or about Monday, the 19th November, from the above ports, will be despatched on or about WEDNESDAY, the 21st November, for SHANGHAI, KORE, YOKOHAMA, HONOLULU, SAN FRANCISCO, CALLAO, ARIQUA, IQUIQUE, BUENOS AIRES.

Will also take cargo for ACAPULCO, LA LIVERIA, LA UNION, CORINTH.

Accommodation for first-class passengers for SHANGHAI, KORE and YOKOHAMA only. For Freight and Passage, please apply to G. DE CHAMPEAUX

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

THROUGH STEAMER

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO PORTON AND NEW YORK.

Leave	Arrive	Leave	Arrive	Leave	Arrive
Colombo	Hongkong	Colombo	Hongkong	Colombo	Hongkong
Malta	Dec. 1	Himalaya	7000	Dec. 29	Jan. 5
Devanah	Dec. 15	Moldavia	10000	Jan. 12	Jan. 19
Delhi	Dec. 29	Victoria	7000	Jan. 26	Feb. 2
Arabia	Jan. 19	China	8000	Feb. 9	Feb. 16
Sinla	Jan. 26	India	8000	Feb. 23	Mar. 1
Malta	Feb. 9	Mongolia	10000	Mar. 9	Mar. 16
Devanah	Feb. 23	Britannia	7000	Mar. 23	Mar. 29
Malta	Mar. 9	Mamora	10000	Apr. 6	Apr. 13
Devanah	Mar. 23	India	8000	Apr. 19	Apr. 26
Malta	Apr. 6	Moldavia	10000	May 4	May 11
Devanah	Apr. 20	Himalaya	7000	May 18	May 25
Delhi	May 4	Victoria	7000	May 25	June 1
Arabia	May 18	China	8000	June 1	June 8
Sinla	May 25	India	8000	June 8	June 15

LONDON.

Leave	Arrive	Leave	Arrive	Leave	Arrive
Colombo	Hongkong	Colombo	Hongkong	Colombo	Hongkong
Ceylon	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Sumatra	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Formosa	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Namor	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Nyba	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Borneo	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Java	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Nyanza	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Manila	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Nile	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21
Japan	Nov. 21	Jan. 7	Nov. 21	Jan. 7	Nov. 21

These Steamers call at Singapore, Penang, Colombo, and at Malta or Marseilles.

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Shipping

PASSENGER SEASON
1907.PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

THROUGH STEAMER

MARSEILLES & LONDON,
VIA COLOMBO AND BOMBAY.

THE SS 'MACEDONIA.'

10500 TONS. CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42 Second Saloon, and to London £85 First and £44 Second.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 1, 1906.

1902

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR SHANGHAI, SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Nov. 20, Daylight.

SINGAPORE, SAMARANG, CHIOYANG, WEDNESDAY, Nov. 21, at 4 P.M.

SINGAPORE, SAMARANG, CHIOYANG, THURSDAY, Nov. 22, at 4 P.M.

SINGAPORE, SAMARANG, CHIOYANG, FRIDAY, Nov. 23, at 3 P.M.

SINGAPORE, SAMARANG, CHIOYANG, SATURDAY, Nov. 24, at 2 P.M.

SINGAPORE, SAMARANG, CHIOYANG, SUNDAY, Nov. 25, at 1 P.M.

SINGAPORE, SAMARANG, CHIOYANG, MONDAY, Nov. 26, at 12 M.

SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Nov. 27, at 11 A.M.

SINGAPORE, SAMARANG, CHIOYANG, WEDNESDAY, Nov. 28, at 10 A.M.

SINGAPORE, SAMARANG, CHIOYANG, THURSDAY, Nov. 29, at 9 A.M.

SINGAPORE, SAMARANG, CHIOYANG, FRIDAY, Nov. 30, at 8 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SATURDAY, Dec. 1, at 7 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SUNDAY, Dec. 2, at 6 A.M.

SINGAPORE, SAMARANG, CHIOYANG, MONDAY, Dec. 3, at 5 A.M.

SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Dec. 4, at 4 A.M.

SINGAPORE, SAMARANG, CHIOYANG, WEDNESDAY, Dec. 5, at 3 A.M.

SINGAPORE, SAMARANG, CHIOYANG, THURSDAY, Dec. 6, at 2 A.M.

SINGAPORE, SAMARANG, CHIOYANG, FRIDAY, Dec. 7, at 1 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SATURDAY, Dec. 8, at 12 M.

SINGAPORE, SAMARANG, CHIOYANG, SUNDAY, Dec. 9, at 11 A.M.

SINGAPORE, SAMARANG, CHIOYANG, MONDAY, Dec. 10, at 10 A.M.

SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Dec. 11, at 9 A.M.

SINGAPORE, SAMARANG, CHIOYANG, WEDNESDAY, Dec. 12, at 8 A.M.

SINGAPORE, SAMARANG, CHIOYANG, THURSDAY, Dec. 13, at 7 A.M.

SINGAPORE, SAMARANG, CHIOYANG, FRIDAY, Dec. 14, at 6 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SATURDAY, Dec. 15, at 5 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SUNDAY, Dec. 16, at 4 A.M.

SINGAPORE, SAMARANG, CHIOYANG, MONDAY, Dec. 17, at 3 A.M.

SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Dec. 18, at 2 A.M.

SINGAPORE, SAMARANG, CHIOYANG, WEDNESDAY, Dec. 19, at 1 A.M.

SINGAPORE, SAMARANG, CHIOYANG, THURSDAY, Dec. 20, at 12 M.

SINGAPORE, SAMARANG, CHIOYANG, FRIDAY, Dec. 21, at 11 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SATURDAY, Dec. 22, at 10 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SUNDAY, Dec. 23, at 9 A.M.

SINGAPORE, SAMARANG, CHIOYANG, MONDAY, Dec. 24, at 8 A.M.

SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Dec. 25, at 7 A.M.

SINGAPORE, SAMARANG, CHIOYANG, WEDNESDAY, Dec. 26, at 6 A.M.

SINGAPORE, SAMARANG, CHIOYANG, THURSDAY, Dec. 27, at 5 A.M.

SINGAPORE, SAMARANG, CHIOYANG, FRIDAY, Dec. 28, at 4 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SATURDAY, Dec. 29, at 3 A.M.

SINGAPORE, SAMARANG, CHIOYANG, SUNDAY, Dec. 30, at 2 A.M.

SINGAPORE, SAMARANG, CHIOYANG, MONDAY, Jan. 1, at 1 A.M.

SINGAPORE, SAMARANG, CHIOYANG, TUESDAY, Jan. 2, at 12 M.

HONGKONG AVERAGE MARKET

PRICES.

Corrected to Thursday, November 15th, 1906.

At 100 cents per Dollar Mexican.

Butcher Meat.

Boat steels and prime cut—Mol Lung Pa	10	20
Corned—Ham Ngai Yak	20	20
Roast—Shiu	20	20
Brast—Nagu Lam	15	15
Soup—Tong Yut	15	15
Stalk—Ngau Yut Pa	20	20
Outom Ngau Lau Sui	10	10
Sauages—Ngau Uauung	10	10
Bullock's Brain—Siu	10	10
Tongue fresh—Ngau Li	10	10
Corned—Ham Ngai Li	10	10
Head—Ngau Yut	10	10
Heart—Ngau Yut	10	10
Hump—Ngau Yut	10	10
Pest—Ngau Yut	10	10
Kidneys—Ngau Yut	10	10
Tail—Ngau Yut	10	10
Liver—Ngau Yut	10	10
Trise (undressed)—Ngau Yut	10	10
Cat's Head and Feet—Ngau Yut	10	10
Mutton Chop—Young Pui Kwat	10	10
Leg—Young Pui	10	10
Shoulder—Young Pui	10	10
Pigs' Chittings—Chi chong	10	10
Brains—Chi Know	10	10
Past—Chi Kerk	10	10
Fry—Chi Chuk	10	10
Head—Chi Tan	10	10
Heart—Chi Sun	10	10
Kidneys—Chi Yut	10	10
Liver—Chi Yut	10	10
Pork Chop—Chi Pui Kwat	10	10
Corned—Ham Cho Yut	10	10
Leg—Cho Pui	10	10
Fat or Lard—Cho Yut	10	10
Mutton Head and Feet—Young Pui Kwat	10	10
Heart—Young Sun	10	10
Kidneys—Young Yut	10	10
Liver—Young Yut	10	10
Sucking Pigs To Order—Cho Chai	10	10
Suet, Boal—Sang Ngau Yut	10	10
Mutton—Sang Young Yut	10	10
Veal—Ngau Chai Yut	10	10
Sauages—Ngau Chai Yut	10	10

Poultry.

Chicken—Kai Chai	10	10
Capon, Large, Small—Siu K	10	10
Ducks—A	10	10
Doves—Pan Kau	10	10
Eggs, Hen—Kai Tan	10	10
Fowls, Canton—Kai	10	10
Hajans—Hoi Nam Kai	10	10
Geese, Wild—Shai Yut Ngai	10	10
Musk Deer—Wong Keng	10	10
Hare, Shanghai—Tu Chai	10	10
Partridge—Cho Kiao	10	10
Pheasant—Shan Kai	10	10
Pigeons, Canton—Pak Kap	10	10
Hoihow—Hoi How Pak K	10	10
Quail—Um Chuan	10	10
Rice Birds—Wo Pa Chuk	10	10
Suipai—Sa Choy	10	10
Turkeys, Cook—Phor Kai Kan	10	10
Hon—Na	10	10
Wild Ducks, Shai—Shanghai Sol-up	10	10
Teal—Sui Ap Chai	10	10
Wild Ducks, Canton—Sang Shai Sol-up	10	10

Fish.

Barbel—Ka Yu	10	10
Bream—Ba Yu	10	10
Canton Fresh Water Fish—H i Su Yu	10	10
Carp—Li Yu	10	10
Catfish—Chik Yu	10	10
Codfish—Mun Yu	10	10
Crabs—Hal	10	10
Outle Fish—Muk Yu	10	10
Dab—Sa Mang Yu	10	10
Dace—Wong Mei Lun	10	10
Dog Fish—Tui Tu Sa	10	10
Eels, Conger—Hoi Nam	10	10
Free water—Tam Siu Yu	10	10
Eels, Yellow—Wong Si	10	10
Frog—Tui Kai	10	10
Garoupe—Sek Pau	10	10
Gudgoun—Pak Kap Yu	10	10
Herrings—The Pak	10	10
Halibut—Choung Kwan Kup	10	10
Labrus—Wong Yu Yu	10	10
Loach—Wu Yu	10	10
Lobsters—Lung Ha	10	10
Mackerel—Chi Yu	10	10
Monk Fish—Hong Yu	10	10
Mullet—Chai Yu	10	10
Opasera—Sang Hoo	10	10
Parrotfish—Kai Kung Yu	10	10
Pomfret—Black—Hak Chong	10	10
Pomfret, White—Pak Chong	10	10
Prawns—Ming Yu	10	10
Rev—Pal Pa Sa	10	10
Squid Fish—Sek Kau Kung	10	10
Roach—Chai Yu	10	10

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